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GENERAL PLAN

VENTURA COUNTY

CALIFORNIA

PLANNING COMMISSION

OFFICIALLY REVISED AND ADOPTED PLAN



WILSEY, HAM & BLAIR

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Wilsey, Ham & Blair

REPLY TO

Los Angeles

February 13, 1964

Ventura County Planning Commission
52 North California Street
Ventura, California

Attention: Mr. Joseph Nesbitt, Chairman

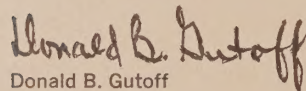
Gentlemen:

We are pleased to present to you this report on the Ventura County General Plan. The publication represents the fourth and final document of the three-year program. The research, findings and recommendations herein are refinements and modifications of the earlier reports submitted to you in 1961, 1962 and 1963. Many of the modifications are the result of the extensive public hearings that took place throughout the County during the entire program. The earlier publications document the initial research, assumptions and recommendations that led to this adopted plan and should serve as technical supplements to this report.

We wish to express our appreciation to the Planning Commission, to the many agencies, public and private, who assisted, and to the County Planning Staff for their valuable cooperation in all phases of this program. We particularly appreciate the assistance of Eugene Wheeler, Planning Director; John Taping, former Planning Director; Berven Forde, Senior Planner; and Ronald Rule, Associate Planner.

Respectfully submitted,

WILSEY, HAM & BLAIR


Donald B. Gutoff
Planning Director

SAN FRANCISCO OFFICE • 111 Rollins Road • Millbrae, Calif. • 687-4081
LOS ANGELES OFFICE • 7440 North Figueroa Street • Los Angeles, Calif. • 854-4813

A 1985 GENERAL PLAN

FOR THE

COUNTY OF VENTURA

CALIFORNIA

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WILSEY, HAM & BLAIR
LOS ANGELES AND MILLBRAE, CALIFORNIA

VENTURA COUNTY BOARD OF SUPERVISORS

**RESOLUTION NO. 222.100 ADOPTING THE GENERAL PLAN FOR THE
COUNTY OF VENTURA, INCLUDING AMENDMENTS TO THE
GENERAL PLAN OF HIGHWAYS.**

WHEREAS, pursuant to the Planning Law of the State of California, the Ventura County Planning Commission has held the required Public Hearings concerning the proposed General Plan for the County of Ventura, and,

WHEREAS the County of Ventura officially adopted, on the 26th day of July, 1960, the circulation element of the General plan, known as the General Plan of Highways, and,

WHEREAS said proposed General Plan, which includes a County-wide General Plan, eight detailed area plans, supporting documents, and the General Plan of Highways and amendments thereto has been prepared, reviewed and studied by the Ventura County Planning Commission, the staff of the Ventura County Planning Department and special consultants and experts in the field of planning, and,

WHEREAS the said General Plan has been available for public inspection, comments and review, and

WHEREAS the Ventura County Planning Commission has officially adopted, on the 13th day of November, 1963, by Resolution No. 4100, the proposed General Plan, including the proposed amendments to the existing General Plan of Highways, and has certified said plans and amendments to the Board of Supervisors,

NOW THEREFORE, We the County Board of Supervisors resolve, on this 19th day of November, 1963, by Resolution No. 222.100, that the proposed General Plan, including the proposed amendments to the existing General Plan of Highways is hereby approved and adopted by the County of Ventura.

ROBERT L. HAMM, County Clerk,

By: SHIRLEY WEEKS
Assistant Clerk of the
Board of Supervisors

**Ventura County
Board of Supervisors**

Howard F. Robinson, Chairman

John C. Montgomery

Ken MacDonald

Fred E. Ireland

Edwin L. Carty

**Ventura County
Planning Commission**

Joseph Nesbitt, Chairman

Alan Robertson

E. E. Perkins, Sr.

Stanley Bunce

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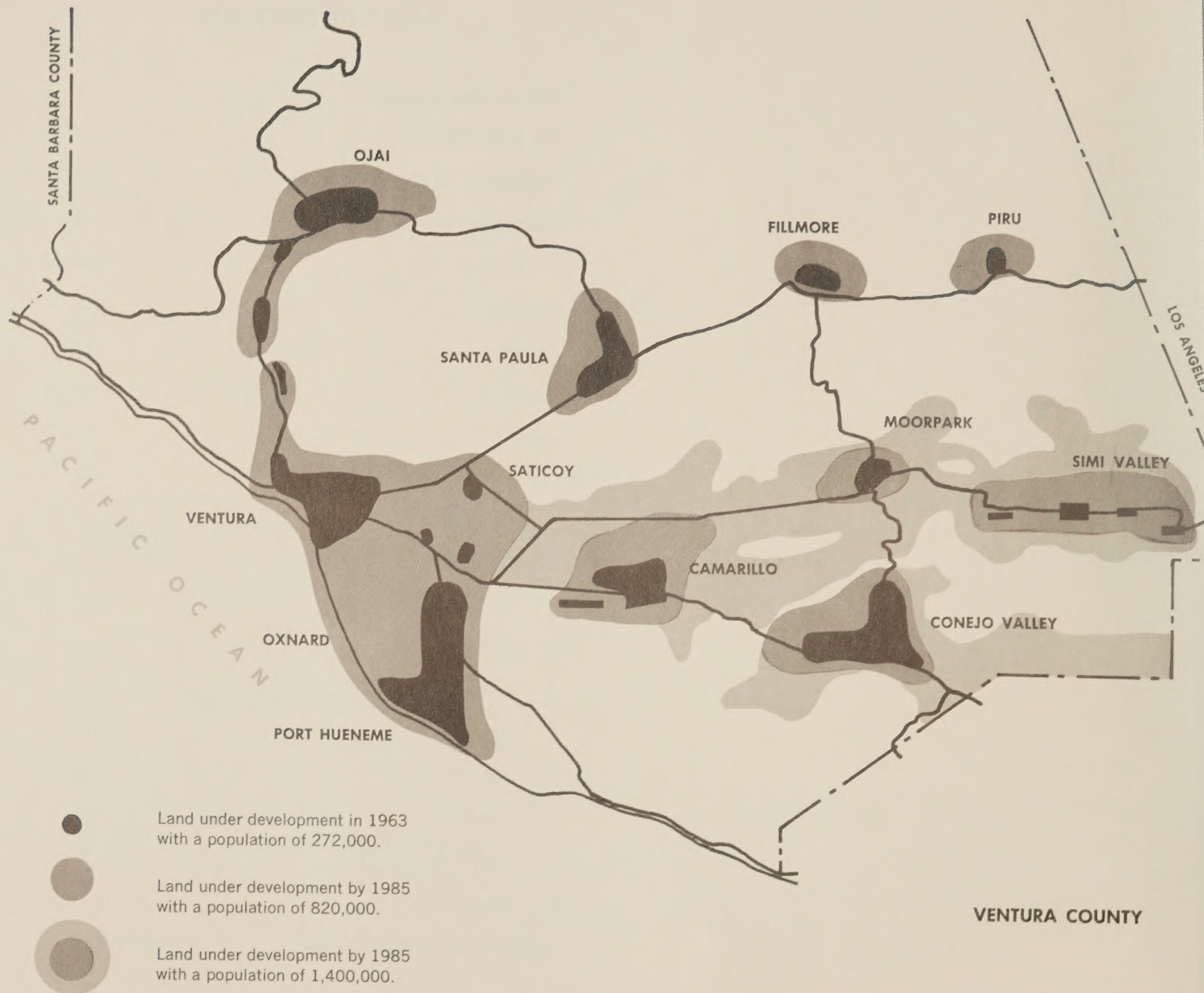
John Rush

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I HEREBY CERTIFY THAT THIS GENERAL PLAN REPORT, AS ORIGINALLY PREPARED BY THE CONSULTING FIRM OF WILSEY, HAM AND BLAIR, WITH REVISIONS BY THE STAFF OF THE PLANNING DEPARTMENT, WAS ADOPTED ON THE 13TH DAY OF NOVEMBER, 1963, BY RESOLUTION NO. 4100 OF THE VENTURA COUNTY PLANNING COMMISSION IN ACCORDANCE WITH THE PLANNING LAW OF THE STATE OF CALIFORNIA.

Joseph C. Nesbitt
CHAIRMAN



THE GENERAL PLAN

It is an empirical fact that the Southern California metropolitan complex is in the process of "spilling over" into Ventura County and northward. Green farmlands are being covered with streets, buildings and sidewalks. Subdivision growth and industrial development have concentrated in the plains and valleys in the Oxnard-Ventura area, Conejo and Simi—those areas most accessible to the vast Los Angeles urban complex.

Future growth is inevitable. There is little Ventura County can do to prevent it. What the County and cities must do, however, is to channel the tremendous development energies converging on the County into directions that will be in the best long-range public interest. Essentially, this is the end result of planning—in-stance that the public convenience, health and efficiency guide private development as well as governmental expenditures.

The general planning program that has been under way for the past two years in Ventura County reveals one over-riding and tremendously important fact; the anticipated population surge in Ventura County has limited areas in which further substantial growth can take place. Basically, four finger-like projections extending from the central palm represented by the Ventura-Oxnard-Port Hueneme complex will absorb hundreds of thousands of additional residents. These projections follow the existing highway network and are described as follows:

1. The Ventura River Valley extending along Highway 399 which includes the communities of Meiners Oaks and Ojai;
2. The Santa Clara River Valley along Highway 126, including Santa Paula, Fillmore and Piru;
3. The Las Posas Valley and east along Highway 118, including Moorpark and Simi;
4. The Pleasant Valley, Conejo Valley and Russell Valley areas along U. S. 101 and including Camarillo, Newbury Park, and Thousand Oaks where the Russell Valley joins Los Angeles County.

Other than these areas, large amounts of vacant land suitable for intensive urban development simply do not exist.

It is, therefore, essential that the planning effort attempt to provide, within these areas, a land use pattern that will foster local community identity and pride and minimize urban sprawl and congestion.

The planning process, of which this report is an intermediate step, is aimed at determining the land use and development pattern that will help create a convenient, desirable, and attractive environment for the future residents of these areas. This report contains the research findings and recommendations of the Planning Commission, its technical staff and consultants. Two earlier reports, published at the completion of each annual phase of the program, document the research and recommendations that led to this statement. The next step is additional public discussion and hearings based on this report. The Commission should then make its final recommendations to the Board of Supervisors, as presented here, or modified as a result of these forthcoming hearings.

The General Plan Map is folded in the back cover of this report.



THE GENERAL PLAN — A Guide

The general plan is a guide for future physical development. It sets forth at one point in time, the aims and goals of the community. It is based on the most complete understanding possible of the area as it exists today. It projects today's land development pattern in terms of future needs. Being a general guide, it is subject to continuous examination and re-evaluation as development actually takes place and as new conditions arise. Thus a general plan, far from being a rigid blueprint for the future, must be a living thing and be maintained on a current basis as the County grows and develops.

FEATURES OF THE PLAN

Ten major communities within eight basic planning areas are proposed within the Ventura County General Plan. Each of the proposed communities is based upon an existing urban nucleus and upon the growth potential of each community. Most of the urban communities are located in the southern part of the County, interconnected by freeways and major highways and sometimes separated by open space, that is either mountainous, or devoted to agriculture and recreation.

The central focus of urban development proposed in the plan will be Ventura and Oxnard in the west, Conejo and Simi in the east, with Camarillo as the geographic hub. In these urban areas will be concentrated most of the buying power, shopping facilities, manufacturing establishments and other major regional service elements. Ventura and Oxnard may be expected to occupy the dominant role throughout the County and provide services, manpower and communications to the other communities.

The ten urban communities are visualized as independent communities, providing local employment for its inhabitants, and designed throughout the County to provide attractive and economic living environments. The Planning areas are different in character and size, and will contain populations varying from approximately 20,000 to 400,000 people. A variety of housing types and residential densities will occur in all of the planning areas. Each urban concentration has been provided with varying levels of urban services on the basis of functional and geographic conditions. Geographic conditions have greatly influenced population density.

As a consequence, intensive development is confined primarily to the Ventura-Oxnard complex, Conejo and Simi, and in the other communities in the areas adjacent to major freeways on relatively flat and stable land.

Community facilities and services are provided for every planning area according to anticipated needs. These include central shopping facilities, community centers, park and recreation areas, junior and senior high schools and small employment centers for professional, service or light manufacturing enterprises.

Every planning area contains smaller sub-units or neighborhoods. These contain up to 5000 people and are served by a full range of neighborhood facilities, including small neighborhood stores, elementary schools, and local parks. Planning areas contained in the general plan are also the out-growth of the historical settlements of the County, and each of the proposed communities recognizes the historical character as well as the development trends currently prevalent within the community.

ASSUMPTIONS OF THE PLAN

1. POPULATION:

It is anticipated that the population of the County will increase to range between 820,000 and 1,400,000 by 1985.

2. RESIDENTIAL DENSITIES:

It is expected that 1,000,000 or more residents will reside in the urban areas of the County by 1985, and about 100,000 will live in the rural areas.

3. EMPLOYMENT:

The growth of employment will keep abreast of the increase in population, and will approximate 350,000 jobs in 1985.

4. TRANSPORTATION:

Additional transportation facilities, freeways, highways, harbors and airports will keep pace with the continued growth of the County and its linkage with the Los Angeles market area. Mass transportation facilities, particularly busing, will link major activity centers, particularly in the Ventura-Oxnard Area.

5. REGIONAL INTEGRATION:

The County will become more closely related to the Southern California metropolis in terms of transportation, employment, population drifts, and entertainment.

5. To indicate the location of freeways, major highways, scenic highways, and major transportation facilities such as airports and harbors by function.
6. To anticipate the needs for high schools and colleges to serve anticipated student populations.
7. To locate governmental and cultural facilities to best serve the people of the County.

OBJECTIVES OF THE PLAN

1. To accommodate the anticipated surge of population growth in such a manner as to afford maximum conveniences and amenities in both urban and agricultural ways of life. To foster local community identity, and to minimize urban sprawl, congestion and decay.
2. To maintain a sound and diversified economic base composed of a balance of:
 - A. Industry
 - B. Commerce
 - C. Agricultural production
 - D. Recreation services
3. To group urban development in communities in order that urban services may be provided at minimum community expense.
4. To encourage development of a wide choice of different living environments as offered by the variety in the natural character of the County.
5. To provide community facilities that would stimulate an active community cultural life.
6. Conservation of valuable resources of:
 - A. Scenic areas
 - B. Open space for future needs
 - C. Prime agricultural land
7. To stimulate greater citizen awareness of County growth problems and opportunities, and greater participation in the action programs that recognize these matters.

PRINCIPLES OF THE PLAN

1. To guide growth in a manner that will conserve agricultural lands.
2. To establish industrial areas to provide employment and to develop a broad tax base.
3. To provide attractive and accessible major regional parks, water reservoirs, lakes and open space reserves.
4. To locate convenient central business districts and community shopping centers.

**VENTURA COUNTY
BASIC LAND USE DIVISIONS
1985 GENERAL PLAN**

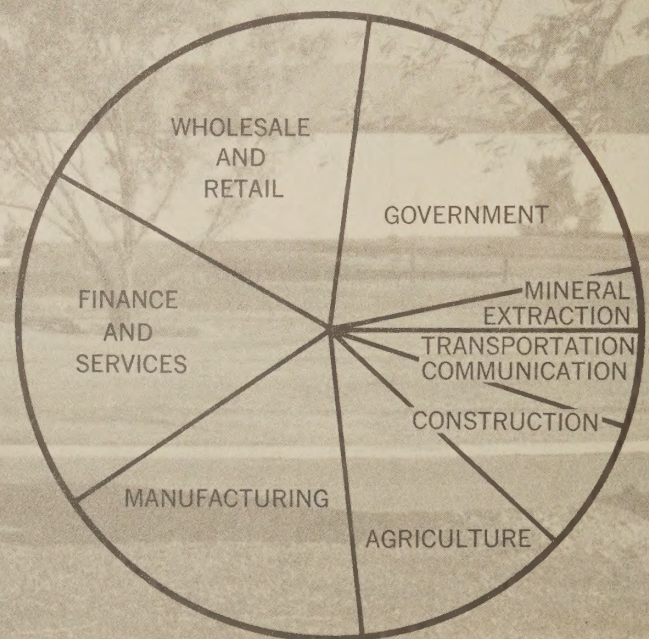
	Square Miles	%
Los Padres National Forest	981.7	53.0
Mountainous	430.2	23.2
Agriculture (Irrigated)	93.5	5.1
Major Urban Land Uses	185.4	10.0
Other*	160.2	8.7
Total County	1,851.0	100.0

*Includes Oxnard Air Force Base, Point Mugu Naval Base, other Freeways and roads, and miscellaneous undeveloped land.



**APPROXIMATE
EMPLOYMENT DISTRIBUTION
IN VENTURA COUNTY
AS PROJECTED TO 1985**

	No. of Jobs	Percent
Agriculture, Forestry and Fisheries	32,000	9.2
Mineral Extraction	8,700	2.5
Contract Construction	20,000	5.7
Manufacturing	70,000	20.0
Transportation, Communication, Electric and Sanitary Services	18,300	5.2
Wholesale and Retail Trade	67,000	19.1
Finance, Insurance, Real Estate and Services	64,000	18.3
Government — City, County, State and Federal	70,000	20.0
TOTAL	350,000	100.0



THE 1985 GENERAL PLAN AND THE ECONOMY

COMMERCE

Two levels of shopping centers are indicated in the General Plan (major central business districts and regional shopping centers) that will provide all communities in the County with convenient and competitive comparison goods shopping facilities. The number and location of the centers are based on projections of buying power in the County, and upon expected population distribution in 1985. The plan anticipates a demand for approximately 4400 acres of retail commercial land in 1985. Of these 4400 acres, approximately 1600 are devoted to regional centers and 2800 community facilities. Ventura and Conejo will absorb the bulk of regional commercial activity. Additional acreage has been allocated for other general service commercial needs.

AGRICULTURE

The land use plan projects that agriculture will continue to have an important role in the County's economy. An increased market for the County's agricultural production will exist in the urbanized areas of Ventura County, as well as the increase in consumers represented by the anticipated growth in the Los Angeles Metropolitan area, at the County's doorstep. Preservation of the County's extremely rich agricultural land occupied by large, highly mechanized farms will maintain the agricultural emphasis in the County's economy even though some agricultural land is diverted to urbanizing uses. Fruit, nut and vegetable crops will continue to dominate the agricultural economy.

MANUFACTURING

Perhaps, the most vital change in the County's economy will occur in the growth of manufacturing establishments. The County's accessibility, land costs, pleasant environment, planned industrial districts, labor force and water supply all favor such a trend. It is anticipated that manufacturing will rival wholesale and retail trade, finance, services and government as major sources of employment in the year 1985.

The 1985 land use plan allocates 11,000 acres of land for these manufacturing enterprises.

SERVICES

It is anticipated that mineral extraction, contract construction, transportation and communications, finance, services, and government will maintain their important positions in the County's economy, growing proportionately with the increase in population. Those activities closely associated with population growth such as construction, certain extractive industries and retail services should assume an accelerated role in the economy.

EMPLOYMENT DISTRIBUTION

The chart on the left indicates the 1985 distribution of employment for the County as a whole.



THE 1985 GENERAL PLAN AND CIRCULATION

The circulation element of the General Plan indicates the highway system required to meet the projected traffic demands of the county as generated by the land uses shown in the plan, and to provide for the movement of national and regional traffic.

The highway system has been planned to provide a complete and integrated system of freeways, primary and secondary roads.

Freeways provide for high speed traffic on divided highways with full control of access and elimination of all grade crossings. This plan provides for all the routes of the freeway system as adopted by the California State Legislature and suggests approximate routings between terminal points. Although responsibilities for specific alignments and standards lie with the State, close coordination should be maintained among Ventura County, the cities within its boundaries and the State Division of Highways, in order to resolve any problems peculiar to local conditions.

Primary Roads will be limited access highways, usually divided, and designed to collect traffic from collector and secondary highways and carry it to freeways, primary roads or other areas. The primary road should have continuity for long distances and the right-of-way widths will be from 100 to 120 feet.

Secondary Roads will be controlled access, and under certain conditions free access highways designed to connect primary roads to each other and feed traffic onto primary roads. The secondary road should have continuity over a moderate distance and be designed to serve local traffic of a few neighborhoods. The right-of-way widths will be from 80 to 100 feet.

THE 1985 GENERAL PLAN AND SCHOOLS

The general plan contains provision for a complete system of public schools needed to serve the 1985 population.

By 1985 the enrollment in public schools is expected to grow to about 308,000 pupils. This anticipated enrollment will require the construction of an additional 304 schools of the elementary, junior high, and high school types, assuming some re-use and modification of existing school facilities.

Standards used within the plan provide that:

- 10 acres will be needed for each elementary school
- 20 acres for each junior high school, and
- 40 acres for each high school.

In the general plan, and in each area plan, the majority of new school sites are located adjacent to public open space to facilitate the forming of joint school-recreation.

Typical Student Enrollments are:

Elementary	500 - 700
Junior High	1000 - 1200
High School	2000 - 2400

APPROXIMATE 1985 SCHOOL SITES

	Number	Acreage
Elementary Schools	341	3410
Junior High Schools	69	1380
High Schools	27	1080
Colleges	5	806

THE STATE COLLEGE

The suggested location for a state college in the eastern part of Ventura accounts for certain criteria used in determining desirable sites:

A variety of housing for students and faculty is indicated within walking distance to the campus site.

Part time employment opportunities will be available to the students in closely related commercial, industrial and government facilities.

The site is readily accessible, through freeway and major road network, to urban concentrations.

Public transportation would more than likely be available in the future because of the governmental center and regional shopping facilities in the area, in addition to the college campus.

The opportunity exists to orient and design the campus to relate to the governmental center complex and particularly to the cultural facilities provided therein.



THE 1985 GENERAL PLAN AND RECREATION

The 1985 General Plan contains provisions for a wide variety of recreational activities, facilities and uses to meet the needs of the County's future inhabitants. The facilities range from the wild landscapes which marks the Los Padres National Forest to highly developed community parks, as shown on the area plans.

NATIONAL FOREST

The General Plan indicates, within the 982 square miles of the Los Padres National Forest acreages to be devoted to specialized recreational uses. These indications include future water reservoir sites, a wild area, snow sports areas and distinctive geological areas.

URBAN AREAS

Approximately 12,000 acres within the County's urban land area, as defined in the General Plan, are allocated for regional parks, beach parks, creekside parks and community parks. These facilities are so located to preserve unique terrain with recreation potential, to serve the urban population as conveniently as possible, and in some instances to define the extent of desired urban growth.

Recreation in Ventura County is significant in many respects:

Extensive facilities, activities and uses are needed to serve the increased leisure time of the urban population.

Ventura County is blessed with natural recreation facilities and distinctive landscape that should be preserved. There exist coastal areas of excellent character that are readily accessible and adaptable for public recreational use. Small craft harbors are indicated which will fulfill recreational needs. Reservoir sites offer attractive recreation potential.

Recreational uses and natural landscape will materially aid in defining urban areas and maintaining community identity and pride.

Tourism, attracted by excellent recreational facilities, will play a significant role in both the County-wide economy and the economy of areas that are close to these distinctive facilities.

THE 1985 GENERAL PLAN AND AIRPORTS

The airports indicated in the General Plan break down essentially into three categories:

Airports serving scheduled airlines and general aviation — Ventura County Airport.

Airports serving general aviation — to be located in major population centers.

Special purpose airports — Oxnard Air Force Base.

VENTURA COUNTY AIRPORT

The Plan envisions the continuance of this airport essentially as it is currently operated with the modifications necessitated by the population, commercial, and industrial growth that will occur both within the County as a whole, and within the environs of the airport itself. If the airport is to serve this expanded economy as a major general aviation and local service scheduled aviation airport, certain conflicts with the land use pattern in the northwesterly area of the City of Oxnard must be resolved. The Plan suggests the shifting of the runway to the west, thereby moving the easterly threshold further from the developed area of the City of Oxnard.

Thus, the land use conflict can be minimized, the investment in the airport is recognized, and potential air space problems, inherent in airport relocation become moot. The major airport facility remains where it is accessible to the urban core of the County.

GENERAL AVIATION AIRPORTS

The 1985 General Plan indicates area locations for the development of general aviation airports and recommends that the County encourage the development of airports serving the following areas:

1. Santa Paula
2. Ojai, Lake Casitas
3. West Simi
4. Conejo Valley
5. Taylor Ranch
6. Piru

SPECIAL PURPOSE AIRPORTS

The primary special purpose airport in Ventura County is Oxnard Air Force Base. While the current (Air Defense Command) mission at Oxnard Air Force Base suggests that it is not likely to become surplus to military purposes within the immediate future, nevertheless the General Plan envisions the probability that the airport (or at least the airport land area) will become available for civil use.

The Plan statement reflects the policy that land uses around the Base be maintained, which would permit its long term utilization as an airport.

Both the Rancho Conejo Industrial Airport and a new airport facility on the Taylor Ranch are indicated in their relationship to specialized industrial uses.

THE GOVERNMENTAL CENTER

In the preceding two years of the Ventura County General Plan Program, considerable effort was devoted to the question of the location of a Governmental Center. Four separate areas were investigated.

The Governmental Center site, as recommended in the General Plan, is within that area bounded by State Highway 126 and U.S. 101, between Ventura and Oxnard, in the Ventura-Oxnard urban region.

The criteria used to determine this recommendation is as follows:

Concept — The Governmental Center is to serve a purpose far beyond just providing office space for governmental workers. It is to be a noteworthy complex, indicative of the vitality now forming Ventura County. There should be provided therein facilities to attract and sustain a high level of participation in the theatre, music and sports through a multi-purpose auditorium. Adjacent to the Governmental Center, the Plan envisions a state college, shopping facilities and high density housing.

Accessibility — The site is within the Ventura-Oxnard urban core, that area of the County that will dominate as the communication, service and employment center.

The site is readily accessible to the more remote areas of the County through Routes 126 and 101.

Major road access to the Ventura-Oxnard urbanized area will be available through Telephone and Telegraph Roads, an extension of Victoria Avenue across U.S. 101, and an extension of Bristol Road.

Trend of Growth — The location of the site recognizes growth trends within the County, being located in the easterly part of the City of Ventura where extensive urbanization is envisioned.

The City of Ventura has recognized these growth trends in the easterly part of the city. The Buenaventura Shopping Center, being constructed in the Mills Road area, is a large scale regional facility, the largest between San Francisco and Los Angeles.

Adaptability — The area, shape, and topography of site lends itself to distinctive development by affording liberal areas for landscaping and parking. Within the triangle described, there are

672 acres that could gracefully accommodate County, State and Federal offices, cultural facilities, the state college, shopping, multiple housing and other complementary non-governmental uses.

Examination of existing land use patterns in Downtown Ventura and Oxnard indicated the dearth of sufficient land to create a complex of the magnitude envisioned.

It has been suggested that the Governmental Center be built as a high rise building, thereby requiring lesser amounts of land. This idea certainly merits study as part of a civic center master plan study, which should be undertaken as recommended herein.

However, in considering the space opportunities that exist in the County, as well as the problems of a Governmental Center, it appears that the obstacles that such a building represents far outweigh its advantages.

The necessity to build such a building all at once would mean an immediate large expenditure, rather than phasing construction and financing to meet population growth. Some of the special departments, such as jails, libraries and assessors office would be frozen and future expansion and flexibility would occur at the expense of efficiency. It would be difficult to make parking spaces immediately available for sheriff's cars, building inspection cars, public health vehicles and the cars of other employees who must come and go at frequent intervals, because of the limited perimeter of such a building.

It is difficult to assess the precise acreage needs for such a Governmental Center without a detailed master plan of the facilities to be provided, their relationships, scale and concept.

It is interesting that other noteworthy Governmental Centers in California, built after World War II, are located on generous acreage. The Marin County building is on a 143-acre site. Marin County's 1980 population projection is about a third of Ventura County's. Santa Clara County's Governmental Center, composed of Federal, State, County and City buildings, is on a 130-acre site.

Other Governmental Centers — The area plans indicate the locations of other Governmental offices, branch county facilities, city halls, etc. in the nuclei of the urban centers.

RECOMMENDATIONS

THE ADOPTED GENERAL PLAN

- A. Copies of the Adopted General Plan and Report should be certified to each City Planning Commission in the County as the official County Development Policy.

B. ANNUAL REVIEW

The Planning Commission should review the Plan annually and report back on changes and modifications needed to keep the Plan effective and up-to-date.

The Planning Commission should regularly review the Plan and make recommendations to the Board of Supervisors on reasonable and practical means for implementing the provisions of the Plan or any part of it.

C. INDIVIDUAL DEVELOPMENT PROPOSALS

All development proposals, important zone changes, and new residential subdivisions should be evaluated by the Planning Commission in terms of the General Plan. It should be incumbent upon those who initiate these proposals to show evidence that they are in general conformity with the recommendations and principles of the Plan.

D. DISTRIBUTION OF THE GENERAL PLAN

Widespread public distribution of the Plan should be undertaken as soon as possible in order to familiarize all interested parties with the planning program and the County's policy.

E. INTER-CITY, INTER-AGENCY COORDINATION

Every city in the County should be urged to review the County-wide General Plan and send comments and suggestions to the County Planning Commission as part of the annual review program. The reverse should continue to be practiced with respect to the Plans being prepared by the cities.

All the Planning Commissions in the County should periodically meet to discuss common problems, the General Plan and all issues concerning the proper development of the County as a whole and the various Planning Areas. The County Planning Commission should maintain an active leadership in this regard.

The General Plan should be reviewed by all official agencies controlling any aspect of land development. Continuing coordination should be carried on with the U.S. Navy and the U.S. Air Force to determine civilian-military needs and to arrive at mutually satisfactory solutions to land utilization in the County.

County planning needs to be closely coordinated with the plans and developments of the three major water districts.

The County Committee on School Districts, and the County Superintendent of Schools, should use the General Plan as a guide in evaluating school needs, locations and possible school district reorganization.

F. COUNTYWIDE CITIZENS PLANNING GROUPS

The Commission should continue to work with the Citizen's Advisory Committee and with citizens groups in each Planning Area. The membership representation of the Citizen's Advisory Committee should be expanded and broadened to include individuals from a number of diverse groups such as health, welfare, social work, recreation, historical societies, nature preservation societies, all of whom have specific and valuable contributions to make in planning for the County's long-term development.

The Committee can play a major role in keeping the public informed of the planning program and of Commission and Board actions.

G. ECONOMIC DEVELOPMENT

Close coordination should be maintained with the Ventura County Economic Development Association to encourage the right kind of industry to locate in the proper place in relation to need.

H. ZONING AMENDMENTS AND REVISIONS

Performance standards for the location and regulation of industrial developments within the County should be studied and incorporated into the Zoning Ordinance.

A Planned Agricultural District amendment to the Ordinance is recommended. Continuing study should be given to a provision whereby land development, land use, and density standards can together be applied with flexibility in residential areas in order to foster greater variety, better design, and lower development costs.

PARK AND RECREATION COMMISSION

The Board of Supervisors should explore the idea of forming a countywide Parks and Recreation Commission whose chief functions would be evaluating the need for and development of parks and recreation facilities and coordinating local, county and regional activities throughout the area. The Commission should work closely with the Inter-County Recreation Planning Committee. It should also pursue the idea of joint use of school and recreation lands and joint school-recreation programs. There should be a mandatory referral of all proposals to the County Planning Commission.

J. OPEN SPACE

The preservation of open space is a chief feature of the General Plan. In summary, the County and each city in the County should undertake to identify open space areas and where appropriate and possible acquire rights to or ownership of such space for the permanent use of the County's citizens. A distinction needs to be made between rural and urban open space.

To meet the critical need for urban open space the Federal Housing Act of 1961 sets forth a provision for cities to buy permanent open space around them. Cities can apply for federal funds to finance 20% of the purchase price, or 30% if they assume responsibility for preserving open land in their urban area. All purchases must be made in accord with a comprehensive General Plan. Each city should coordinate any such program with the County Planning Commission.

The County Planning Commission's present policy of permitting lower lot sizes in new developments in exchange for an insured amount of park and recreation space is highly commendable and should be a continuing policy throughout the County.

K. AIR POLLUTION

In order to avert any possibility of smog becoming a major problem in the County as the number of automobiles and industries increase, it would be well to consider the formation of an Air Pollution Control Commission.

L. PETROLEUM DRILLING

Means should be explored for coordinating sub-surface drilling operations and the use of land for such purposes with surface land planning. Minimum regulations will be needed for drilling and producing operations and land use regulations.

M. CENSUS TRACTS

The General Plan should be used as a basis for evaluating the validity of Los Angeles Regional Transportation Study (LARTS) zones for their usability as the basis for the creation of census tracts.

N. GOVERNMENTAL CENTER

The Planning Commission and Board of Supervisors should give consideration to carrying out more detailed studies for the development of a new governmental center.

O. GOVERNMENTAL SERVICES STUDY

The County should give consideration to carrying out a governmental services study to determine reasonable costs and savings involved in expanding County Government activities and increasing public expenditures. This would include a complete analysis of space needs, personnel requirements, governmental organization, and capital outlay needs.

THE AREA PLANS

VENTURA-OXNARD
(INCLUDING PT. MUGU AREA)

CAMARILLO

CONEJO

MOORPARK

SIMI

SANTA PAULA

OJAI

FILLMORE - PIRU

THE AREA PLANS

The Area Plans indicate generally the major land use and the land to be under development or partially under development by 1985.

Inherent in all the area plans are contemporary planning standards which are the basis for land use recommendations. Each planning area has at least one Town Center, where the commercial and cultural activities of the community will offer a rallying point for community identity and pride. The scale, number, and type of these facilities varies with the particular function of the community itself.

High school, junior highs, and elementary schools are indicated in the urbanized areas, under the general assumption that approximately 25 percent of the 1985 population will be of those ages requiring these facilities.

Convenience shopping centers are indicated in the area plans in such numbers and locations as the anticipated neighborhood population and purchasing power will need and support. Employment centers of varying scale and function are indicated in each area plan, to both bolster each area economy and to provide the necessary services for the anticipated population.

The 1985 freeway pattern is indicated on each area plan. In addition planned major roads of area wide significance are so indicated.

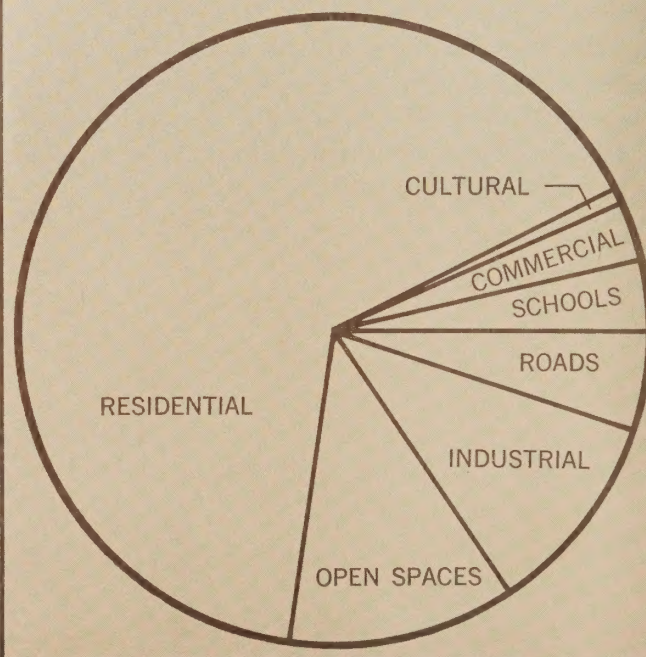
Parks, beaches, golf courses, and natural areas of distinction are indicated in the area plans as significant uses of land. These facilities serve different purposes in each community, from being an integral part of the economy to serving the leisure needs of the future residents.

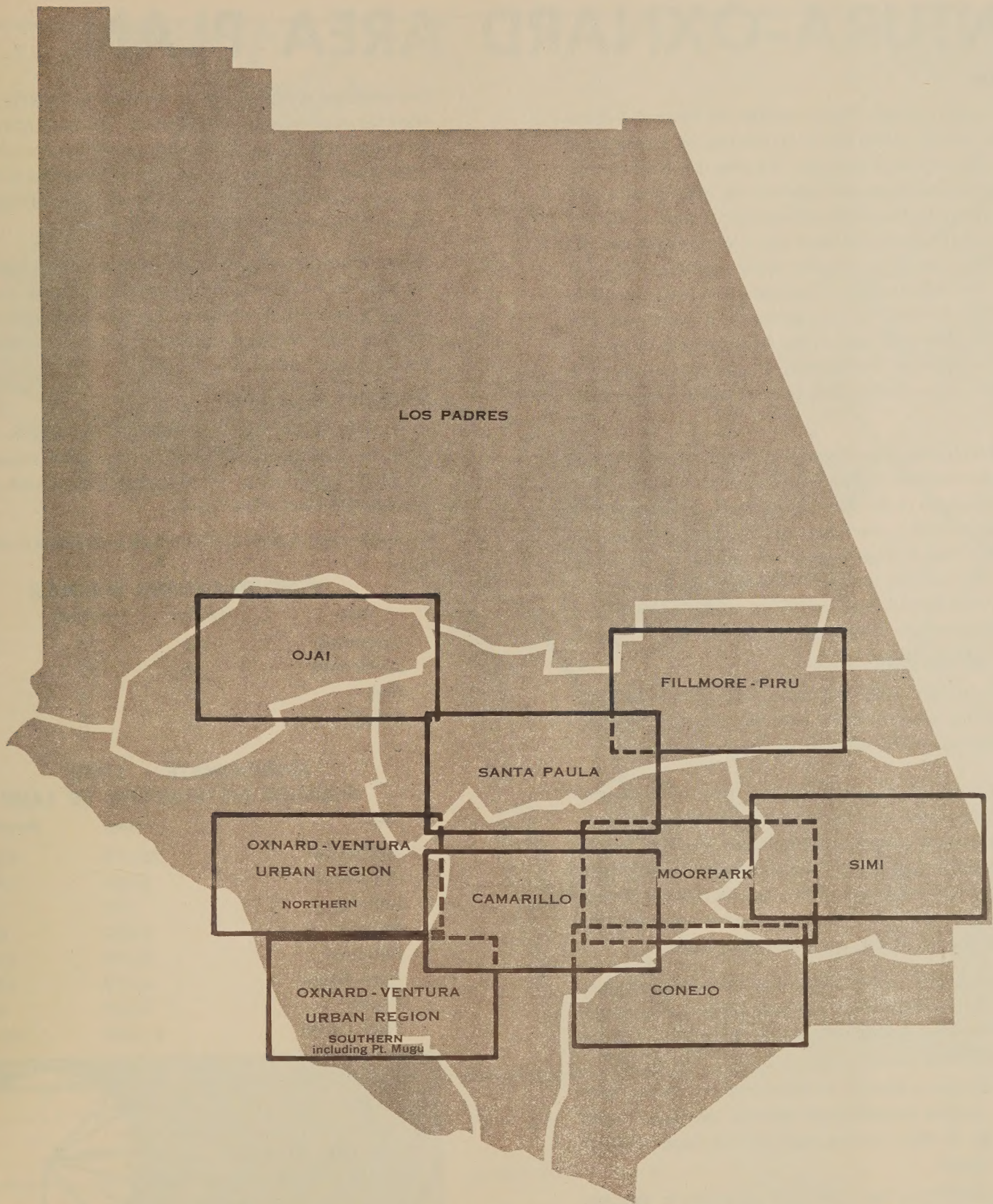
Upon completion of the General Plan, detailed studies and plans shall be made within each of the planning areas. These detailed plans should deal with the location of collector roads, local parks and diversification of dwelling types to accommodate the planned population within the given density ranges.

The following chart represents the total land use distribution within all of the urban areas.

APPROXIMATE 1985 MAJOR URBAN LAND USES VENTURA COUNTY

	Acres	Percent
Residential	76,385	64.38
Commercial	4,404	3.71
Cultural	675	.57
Schools	6,676	5.63
Industrial	10,945	9.23
Open Space	13,097	11.04
Roads	6,461	5.44
Total	118,643	100.00





VENTURA COUNTY URBAN AREAS

VENTURA-OXNARD AREA PLAN

Description

The Ventura-Oxnard Urban Region includes the cities of Ventura, Oxnard and Port Hueneme and is surrounded by a substantial amount of unincorporated territory. This area is subject to complex urbanizing pressures and requires the most careful joint county-city planning. The Ventura-Oxnard Urban Region contains about 206 square miles of land area and is located on the Pacific Coast, 65 miles west of Los Angeles, in the southwest portion of the County. Habitable areas comprise some 91 square miles. The City of Ventura is served by U.S. Highway 101, and Oxnard and Port Hueneme, some six miles to the south, are served by U.S. Highway 101 Alternate. The Southern Pacific Railroad serves a large portion of the County with both passenger and freight facilities.

A study of the physical characteristics of the area shows Ventura located at the foothills of the Santa Ynez Mountains, which extend to the alluvial plains of the Santa Clara River. Oxnard and Port Hueneme are located in the Great Oxnard Plain, which lies between the River and Calleguas Creek and extends to the ocean. The region also contains the small settlements of Montalvo, El Rio, Saticoy and Nyland, all of which are within the sphere of urban influence of both Ventura and Oxnard.

Highlights of the Plan

The Plan provides for a 1985 population ranging from 300,000 to 500,000 in the Ventura-Oxnard Area. For planning purposes, an estimated population of 406,000 is anticipated by 1985.

The Ventura-Oxnard Area is composed of smaller community service areas. Each such area provides convenience and comparison shopping, cultural centers, and public uses. Regional Centers are to be found in Oxnard and Ventura to serve as the major shopping facilities in the County. Other regional facilities include the County Airport, small craft harbors, beaches and parks, the County Governmental Center, and a new State College.

A major Governmental Center is shown in the northern portion of the Area. This Center will include governmental, educational and cultural facilities. A state college is indicated as an integral part of this complex.

Industrial areas occupy strategic locations in relation to the major communities and the transportation network. The Taylor Ranch Industrial Area in West Ventura represents a large potential employment center.

Emphasis is shifting to more technical programs in the Port Hueneme government facilities, representing greater potential technical employment.

The proposed freeway system includes a westerly alignment along the coast through Port Hueneme. This route offers the least disruption to the Oxnard area while providing convenient access to the beach areas. The freeway system converges in the area of greatest concentration — the Mills Road Regional Shopping District and the proposed Governmental Center.

Large concentrations for multiple dwellings adjoin regional facilities such as the marina, the Governmental Center and regional shopping facilities. Beach parks, creekside parks and community parks are indicated as they relate to natural features and residential concentrations.

The Point Mugu Area

The Pacific Missile Range at Point Mugu, managed by the United States Navy, is one of the Nation's three great missile ranges. The Point Mugu facility will represent a significant impact on future employment in the County.

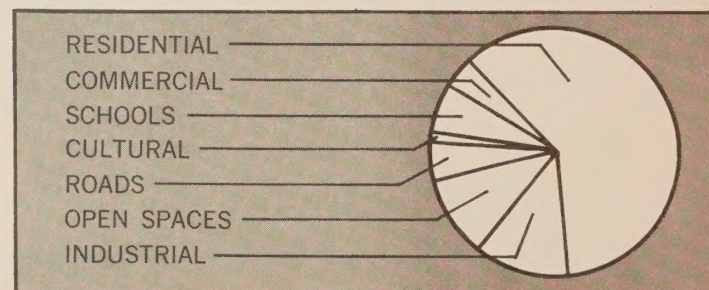
No development outside of the military reservation is anticipated.

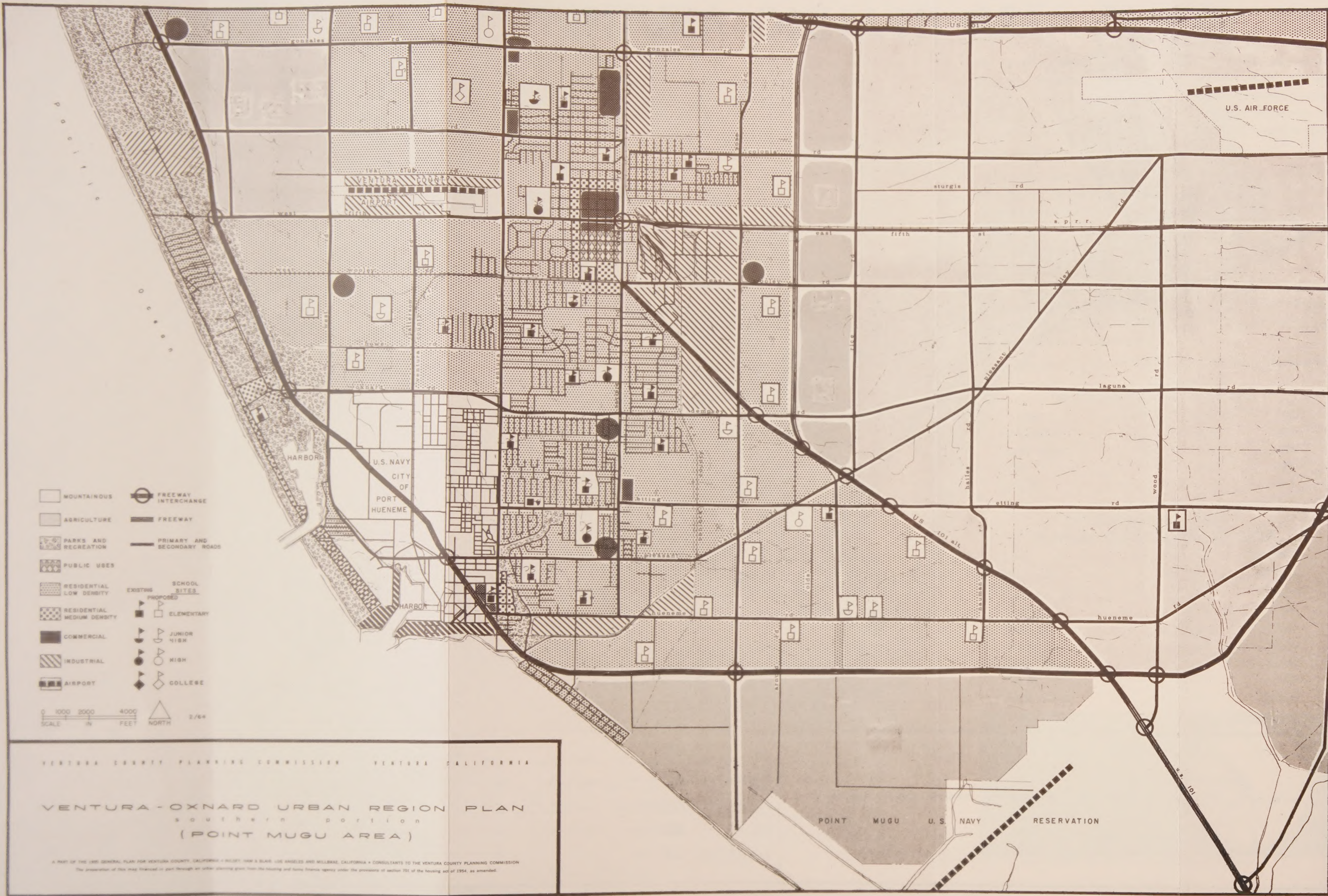
VENTURA-OXNARD SCHOOLS

Type	Existing	Proposed	Total
Elementary	48	74	122
Junior High	8	22	30
High	6	4	10
College	1	2	3

APPROXIMATE 1985 PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	25,375	61.00
Commercial	1,624	3.90
Cultural	275	.66
Schools	2,620	6.30
Industrial	5,353	12.87
Open Space	4,400	10.58
Roads	1,953	4.69
Total Urban	41,600	100.00





VENTURA COUNTY PLANNING COMMISSION VENTURA CALIFORNIA

VENTURA - OXNARD URBAN REGION PLAN southern portion (POINT MUGU AREA)

A PART OF THE 1960 GENERAL PLAN FOR VENTURA COUNTY, CALIFORNIA - PROJECT 1960-1, SAN & BLAIR, LOS ANGELES AND MILLBRAE, CALIFORNIA - CONSULTANTS TO THE VENTURA COUNTY PLANNING COMMISSION
The preparation of this map financed in part through an urban planning grant from the Housing and Home Finance Agency under the provisions of section 701 of the housing act of 1954, as amended.

The County General Plan projects that agriculture will continue its vital role in the County's economy. Preservation of much of the County's prime agricultural lands is a basic underlying principal of many of the land use policies. Decisions as to future urbanization of agricultural land should consider the orderly staging of development to avoid conflicting and uneconomical patterns of scattering of small pockets of unrelated uses among the large scale and highly mechanized agricultural operations.



CAMARILLO AREA PLAN

Description

The Camarillo Planning Area, containing approximately 127 square miles, is situated in the south-central portion of the County.

The area lies in the eastern portion of the Oxnard plain, set against the Camarillo Hills to the north and the Santa Monica Mountains to the southeast. The buildable and partially buildable lands, covering approximately 97 square miles, include the fertile Pleasant Valley and the Los Posas Valley separated by the Camarillo Hills.

Camarillo is entered either through the Conejo Pass or the Santa Rosa Valley from the east and Somis from the north. The amount of land needed to accommodate the anticipated 1985 population will be approximately 28 square miles.

Highlights of the Plan

Camarillo has been planned as a separate and distinct community midway between the Ventura-Oxnard Area and Conejo. To maintain this identity, it is vital that the three urbanizing areas continue to be separated by open spaces rather than merge into one sprawling urban mass. Preservation of the agricultural land between Camarillo and Oxnard is essential, as this area is the most susceptible to development.

28% of the 1985 countywide agricultural land is indicated in the Camarillo Area.

It is anticipated that the Camarillo Planning Area will have a population range of 150,000 to 200,000 by 1985. For planning purposes, approximately 175,000 persons are anticipated to be living in this area by 1985.

A low density residential pattern prevails with the exception of two medium density areas that total 148 acres. The residential density for the 16.2 square miles is 4,280 per square mile.

The Town Center is indicated in the vicinity of Arneill Road and U.S. 101. Within this area community commercial, multiple housing, governmental and cultural facilities will provide the rallying point for the community.

The agricultural economic base will be supplemented by a light industrial employment center that adjoins both rail and freeway. It is anticipated that the Oxnard Air Force base will have future impact on the industrial economy. However, this depends on its availability for non military uses.

The existing freeway (U.S. 101) will be augmented by a proposed Simi Freeway north of Camarillo and a proposed north-south freeway in the eastern sector of the community.

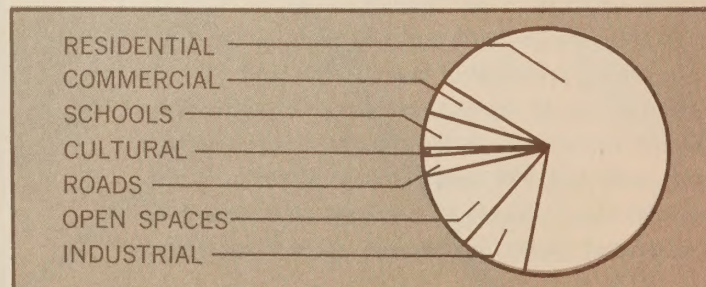
SCHOOLS

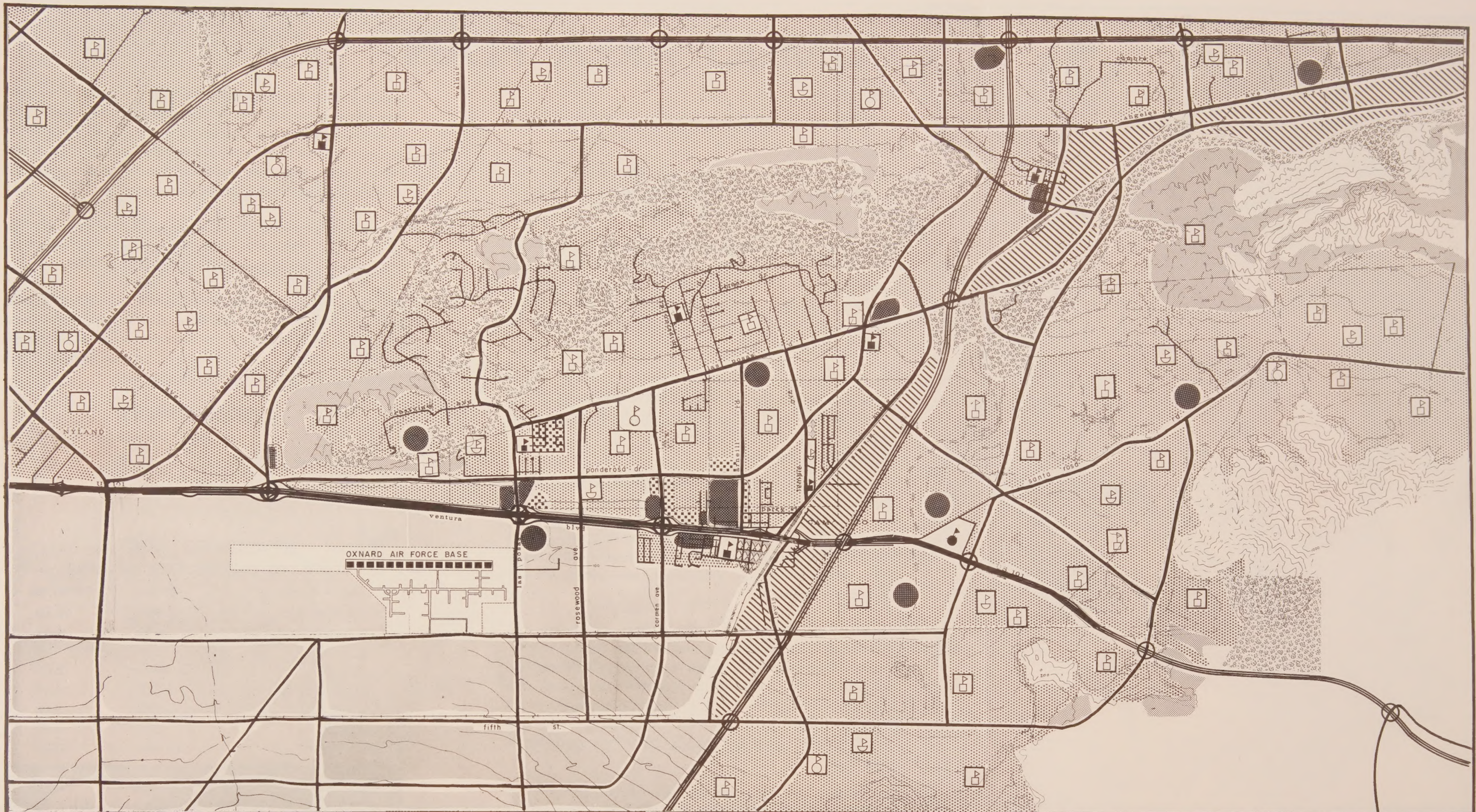
Type	Existing	Proposed	Total
Elementary	7	46	53
Junior High	1	12	13
High	1	3	4
College	0	0	0

APPROXIMATE 1985

PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	12,500	69.61
Commercial	700	3.90
Cultural	65	.36
Schools	950	5.29
Industrial	1,450	8.07
Open Space	1,780	9.91
Roads	513	2.86
Total Urban	17,958	100.00





VENTURA COUNTY PLANNING COMMISSION VENTURA CALIFORNIA

CAMARILLO AREA PLAN

A PART OF THE 1985 GENERAL PLAN FOR VENTURA COUNTY, CALIFORNIA • WILSEY, HAM & BLAIR, LOS ANGELES AND MILLBRAE, CALIFORNIA • CONSULTANTS TO THE VENTURA COUNTY PLANNING COMMISSION
The preparation of this map financed in part through an urban planning grant from the housing and home finance agency under the provisions of section 701 of the housing act of 1954, as amended.



CONEJO AREA PLAN

Description

The Conejo Planning Area, containing about 137 square miles, is situated in the south-east portion of the County.

The area has well-defined topographic limits with the Simi Hills and Las Posas Hills to the north, and the Santa Monica Mountains traversing to the coast, to the south.

The buildable and partially buildable lands cover an area of approximately 72 square miles at an elevation of 700 feet and include four valleys: Conejo, Portrero, Russel and Hidden Valleys. The Conejo Valley extends easterly through the undulating countryside west of the San Fernando Valley and through the Conejo Pass to the west.

The urbanizing area covers some 24 square miles and will absorb Conejo and part of Portrero Valleys by the end of the plan period. The rural character of Hidden Valley is to remain largely undisturbed.

Highlights of the Plan

The 1985 plan indicates a future of regional importance for the Conejo area.

The planned regional shopping facility indicates a retail trade area extending beyond the planning area to other communities in the vicinity. An Area for governmental and cultural facilities adjoins this center.

The Conejo area will also be a major employment center in Ventura County. The established defense and electronic oriented industries will provide the focus for the extensive light industrial development of a diversified nature planned for the area. It is anticipated that slightly more than half of the employees in this industrial complex will come from areas other than Conejo. A general aviation airport is an integral part of the industrial development.

The Lutheran College, at the northern extremity of the urban area is expected to attract some medium density housing and convenience commercial at its borders.

Although the dominant pattern will be single family residential, the proposed overall density for Conejo is the highest of all urban areas in the county. In addition to the regional shopping center, a community center is located southwest of downtown

Conejo to serve the extensive residential areas south of the freeway. Other commercial uses include highway uses for specialized recreation facilities that are regional in nature and convenience facilities, located to serve the immediate neighborhoods. Apartment districts have been located adjacent to commercial concentrations of community of regional importance.

It is anticipated that the Conejo Area will have a population range of 124,000 to 175,000 by 1985. The estimated population for planning purposes is approximately 160,000 by 1985.

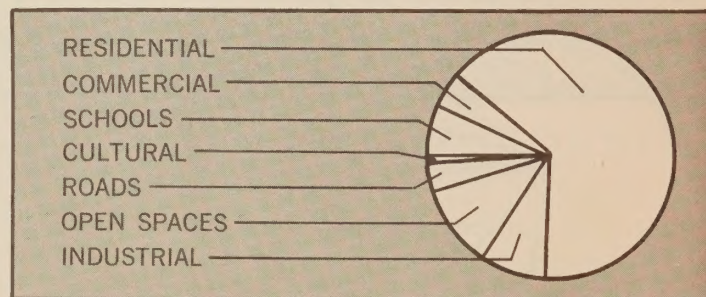
The Conejo area is presently served by U.S. 101, the coast route from Los Angeles to San Francisco, and the proposed Conejo Creek Freeway to Moorpark. The freeway system will be supplemented by the construction of a scenic parkway along Skeleton Canyon and the Planned County Road Network.

CONEJO SCHOOLS

Type	Existing	Proposed	Total
Elementary	12	48	60
High	1	3	4
College	1	0	1

APPROXIMATE 1985 PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	10,654	68.54
Commercial	640	4.12
Cultural	150	.96
Schools	946	6.09
Industrial	1,263	8.12
Open Space	1,530	9.84
Roads	363	2.33
Total Urban	15,546	100.00



MOORPARK AREA PLAN

Description

The Moorpark Planning Area, containing about 57 square miles is situated in the southeast portion of the County. The area has well-defined topographic limits, with Oak Ridge to the north and the Las Posas Hills providing natural barriers to the south. The buildable and partially buildable lands comprise approximately 41 square miles, of which about 13 square miles is expected to be under development by 1985.

Highlights of the Plan

It is anticipated that the Moorpark Area will have a population range of 40,000 to 80,000 by 1985. The estimated population for planning purposes is approximately 60,000 by 1985. The principal predominate pattern will be single family homes, but apartment districts near the Town center will offer some diversity of housing.

The Town Center is centrally located to the urban area, providing shopping, business and branch governmental facilities for the community. Other commercial areas will satisfy the convenience and car-oriented highway business needs of the area.

The Plan indicates the site of a Junior College to serve the eastern portion of Ventura County (Moorpark, Simi, and Conejo) in the urbanized area, just north of the Simi Freeway.

The future economy of the area will be based primarily on industrial development. Several light industry areas will provide sites for service type industry at either end of the urban area. A general aviation airport will be located adjoining the industrial district at the east end of Moorpark.

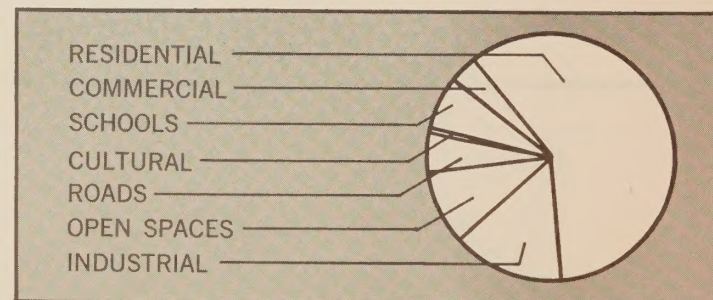
MOORPARK SCHOOLS

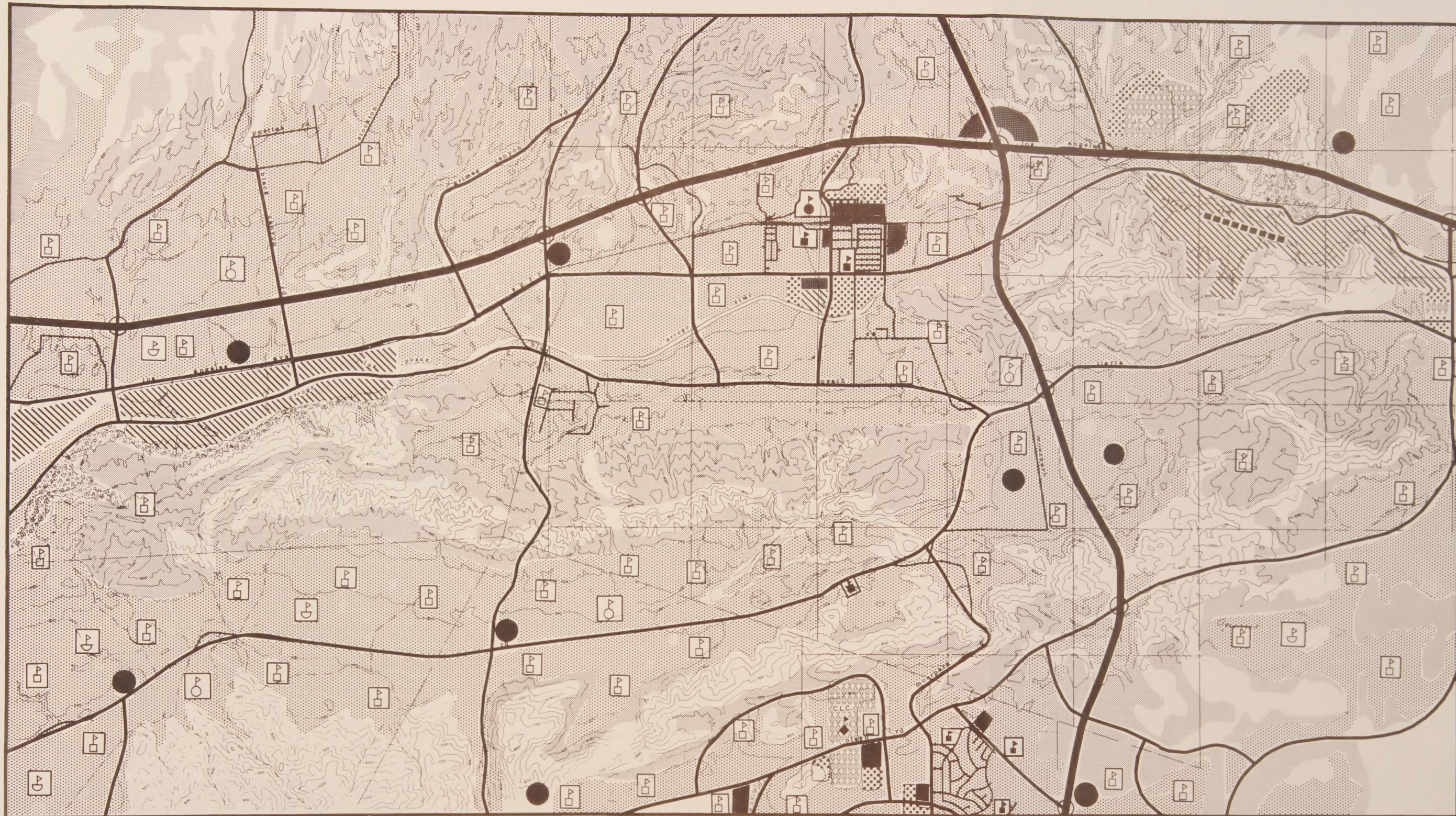
Type	Existing	Proposed	Total
Elementary	3	15	18
Junior High	0	5	5
High	1	1	2
College	0	1	1

APPROXIMATE 1985

PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	5,000	62.47
Commercial	240	3.00
Cultural	30	.37
Schools	480	6.00
Industrial	1,062	13.27
Open Space	850	10.62
Roads	342	4.27
Total Urban	8,004	100.00

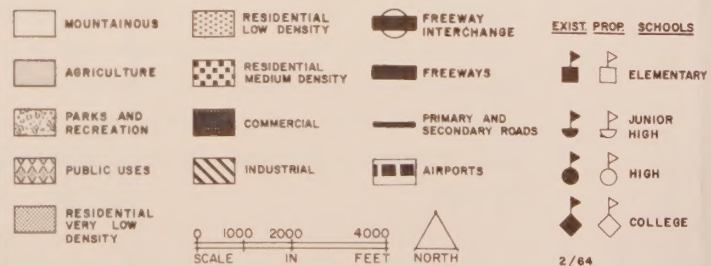




VENTURA COUNTY PLANNING COMMISSION - VENTURA, CALIFORNIA

MOORPARK AREA PLAN

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The preparation of this map financed in part through an urban planning grant from the housing and home finance agency under the provisions of section 901 of the housing act of 1954, as amended.



SIMI AREA PLAN

Description

The Simi Planning Area, containing about 101 square miles, is situated in the southeast portion of the County.

The area is defined by the Santa Susana Mountains to the north and east and the Simi Hills to the south. The area is entered from the east through the Santa Susana Mountains through the Santa Susana Pass.

The buildable and partially buildable lands of the Simi Planning Area comprises 67 square miles.

In general the topography is characteristic of the southern half of the County having an east-west trend with the upland valley bounded by low hills and deeply eroded canyons.

Highlights of the Plan

It is anticipated that the Simi Area will have a population of 125,000 to 175,000 by 1985. The estimated population for planning purposes is approximately 150,000 by 1985.

The Plan proposes that Santa Susana and Simi develop as a unified urban complex.

One Town Center is indicated in the Plan, located on the south side of the freeway at Sycamore. This Center will dominate the business, government, and cultural activity in the Valley. Two satellite centers are indicated on First Street in Simi and Tapo Street in Santa Susana. Centers for convenience goods are distributed in the outlying neighborhoods. Highway commercial has been designated for several locations, primarily near freeway interchanges.

Since most of the valley floor is expected to be under development by 1985, the economic base will convert gradually from agricultural-based industries to industry and commerce. A major industrial district is indicated in the westerly end of the urban area. A general aviation airport is located near this industrial district.

The Simi Valley Freeway will traverse the Valley in an east-west direction, passing to the north of the Town Center. This freeway will make the Valley readily accessible to Los Angeles County and Ventura.

SIMI SCHOOLS

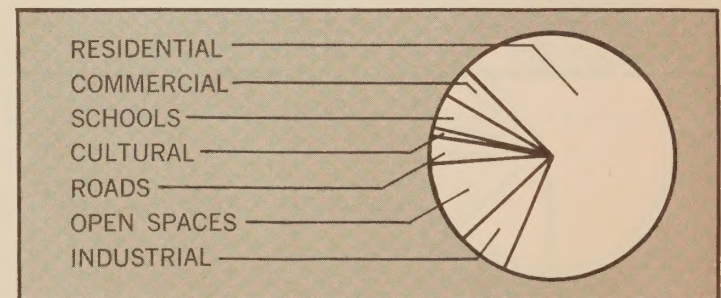
Type	Existing	Proposed	Total
Elementary	12	33	45
Junior High	2	8	10
High	2	1	3
College	0	0	0

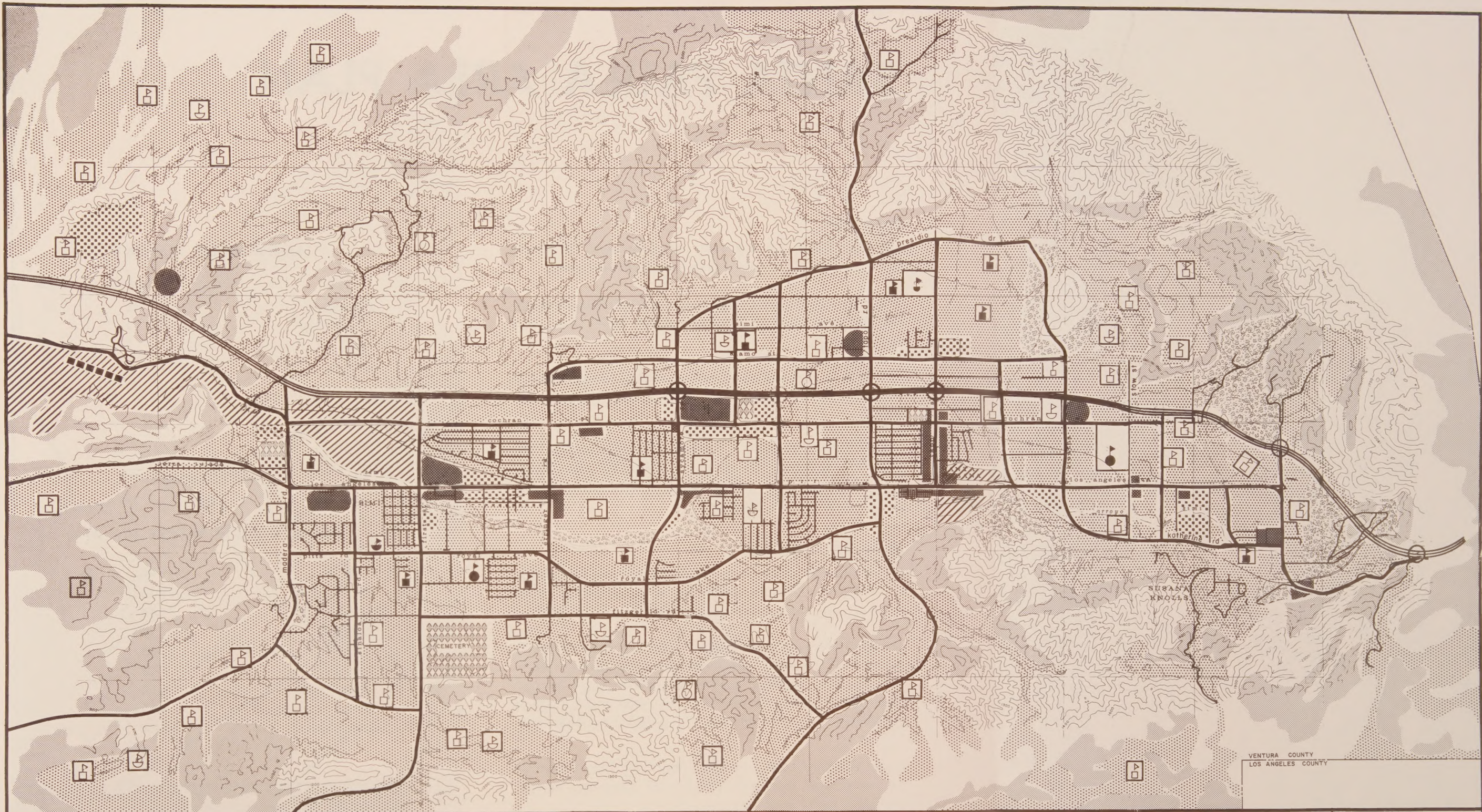
APPROXIMATE

1985

PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	10,714	70.00
Commercial	640	4.18
Cultural	60	.39
Schools	770	5.03
Industrial	979	6.40
Open Space	1,607	10.50
Roads	535	3.50
Total Urban	15,305	100.00





VENTURA COUNTY
LOS ANGELES COUNTY

VENTURA COUNTY PLANNING COMMISSION • VENTURA, CALIFORNIA

SIMI AREA PLAN

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SANTA PAULA AREA PLAN

Description

The Santa Paula Planning Area, containing about 82 square miles is located in the south-central portion of the County.

The area has well defined topographic limits with Sulphur Mountain and Santa Paula Ridge to the north and South Mountain to the south.

The buildable and partially buildable lands comprise 29 square miles, the majority of which lies in the productive Santa Clara Valley.

In general the topography is characteristic of the southern half of the County, having an east-west trend with the upland valley bounded by low folded hills and deeply eroded canyons, backed by the mountain configuration.

Highlights of the Plan

It is anticipated that the Santa Paula Area will have a population of 40,000 to 100,000 by 1985. The estimated population for planning purposes is approximately 60,000 persons by 1985.

The Town Center is located in a central location in the community adjacent to a proposed freeway interchange to provide comparison shopping, business, service and governmental facilities. Convenience centers for the day-to-day needs of the residents are located in close proximity to the residential neighborhoods.

A light industrial area is indicated east of the Town Center for the service needs of the community and to supplement the agricultural economy of the area.

A general aviation airport is located adjacent to the Town Center and light industrial area.

A proposed freeway follows the north bank of the Santa Clara River through the Santa Paula area. A scenic highway will extend from Santa Paula to Santa Barbara via the Ojai Valley.

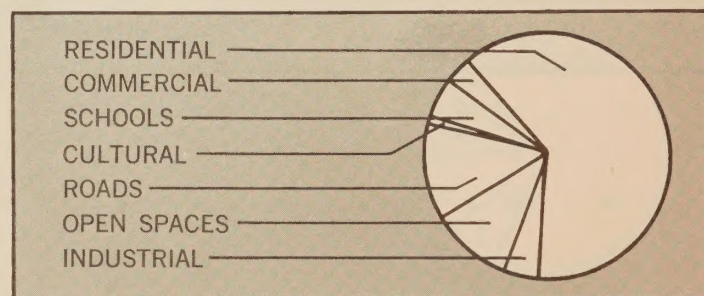
SANTA PAULA SCHOOLS

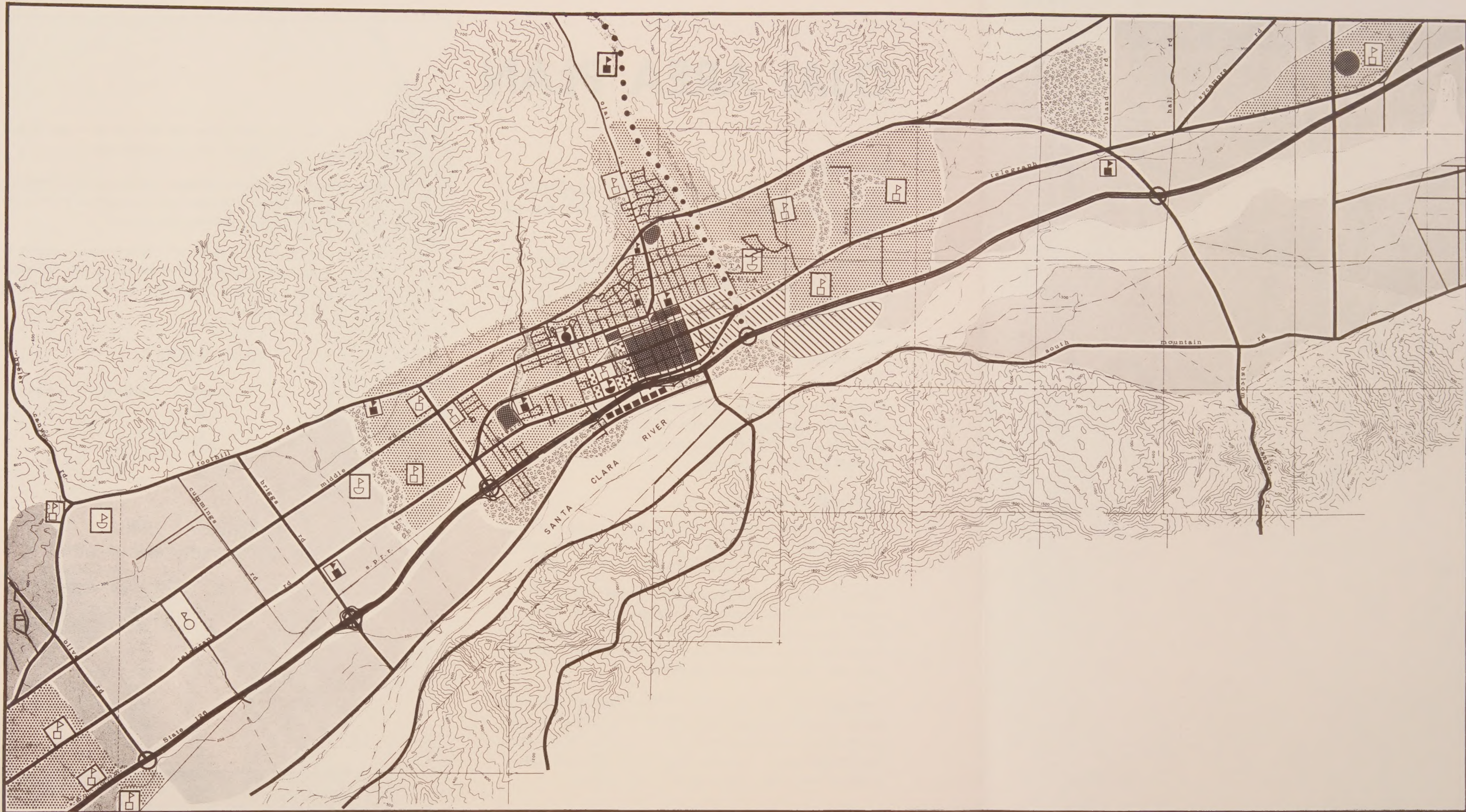
Type	Existing	Proposed	Total
Elementary	7	11	18
Junior High	1	4	5
High	1	1	2
College	0	0	0

APPROXIMATE 1985

PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	4,286	64.12
Commercial	240	3.59
Cultural	30	.45
Schools	360	5.39
Industrial	248	3.71
Open Space	680	10.17
Roads	840	12.57
Total Urban	6,684	100.00





VENTURA COUNTY PLANNING COMMISSION • VENTURA CALIFORNIA

SANTA PAULA AREA PLAN

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OJAI AREA PLAN

Description

The Ojai Planning Area, containing about 164 square miles, is located in the northern portion of the County area that will urbanize.

The area has well defined topographic limits with the Santa Ynez Mountains and the Los Padres National Forest to the north and Sulphur Mountain to the south. The area is entered from the Santa Paula Road from the east and the Ventura River Valley from the south. The buildable and partially buildable lands, comprising 34 square miles, consist of the Ojai and Upper Ojai Valleys.

In general, the topography is characteristic of the southern half of the County, having an east-west trend with the upland valleys bounded by low folded hills and deeply eroded canyons — with a backdrop of high mountains.

Highlights of the Plan

It is anticipated that the Ojai area will have a population range of from 20,000 to 100,000 by 1985. The estimated population for planning purposes is approximately 40,000 by 1985.

The residential areas are primarily low density in character, but a range of housing is provided to meet varying needs. The extensive citrus groves are to be reserved and protected (especially in the east end of the valley) and urban development is directed into areas less desirable for agriculture.

Town Centers are planned for Ojai, Meiners Oaks and Oakview. In addition to retail business, these centers will include office space governmental and cultural facilities on a community-wide basis. The concentration of activity in these centers will encourage participation and pride in the respective communities.

The Ojai Valley is a well established resort area. Regional recreational facilities include golf courses at Soule County Park and the Ojai Valley Inn, and camping and hiking at Camp Comfort, Lake Casitas and the National Forest. Lake Casitas, although primarily a domestic water supply, is also used for fishing and boating. Trends indicate that the recreation potential of Lake Casitas will have a strong impact on the areas economy.

A site has been reserved in the City of Ojai for research and development uses to attract science-oriented firms.

A general aviation airport is indicated adjoining the Ojai research and development center. The plan also proposes that the Henderson Airport be relocated closer to Lake Casitas.

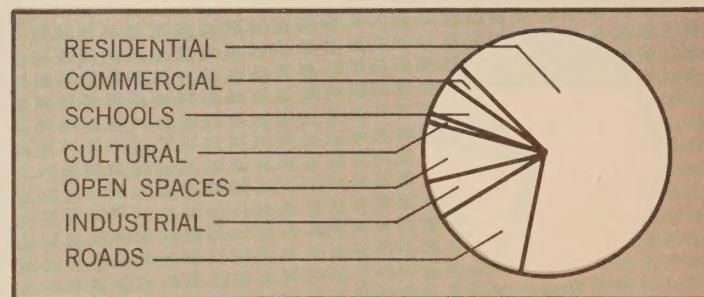
The proposed Ojai River Freeway will provide ease of access to Ventura and the coast highway. The proposed "scenic highway" will traverse the south side of the Valley and will connect Santa Paula with Santa Barbara.

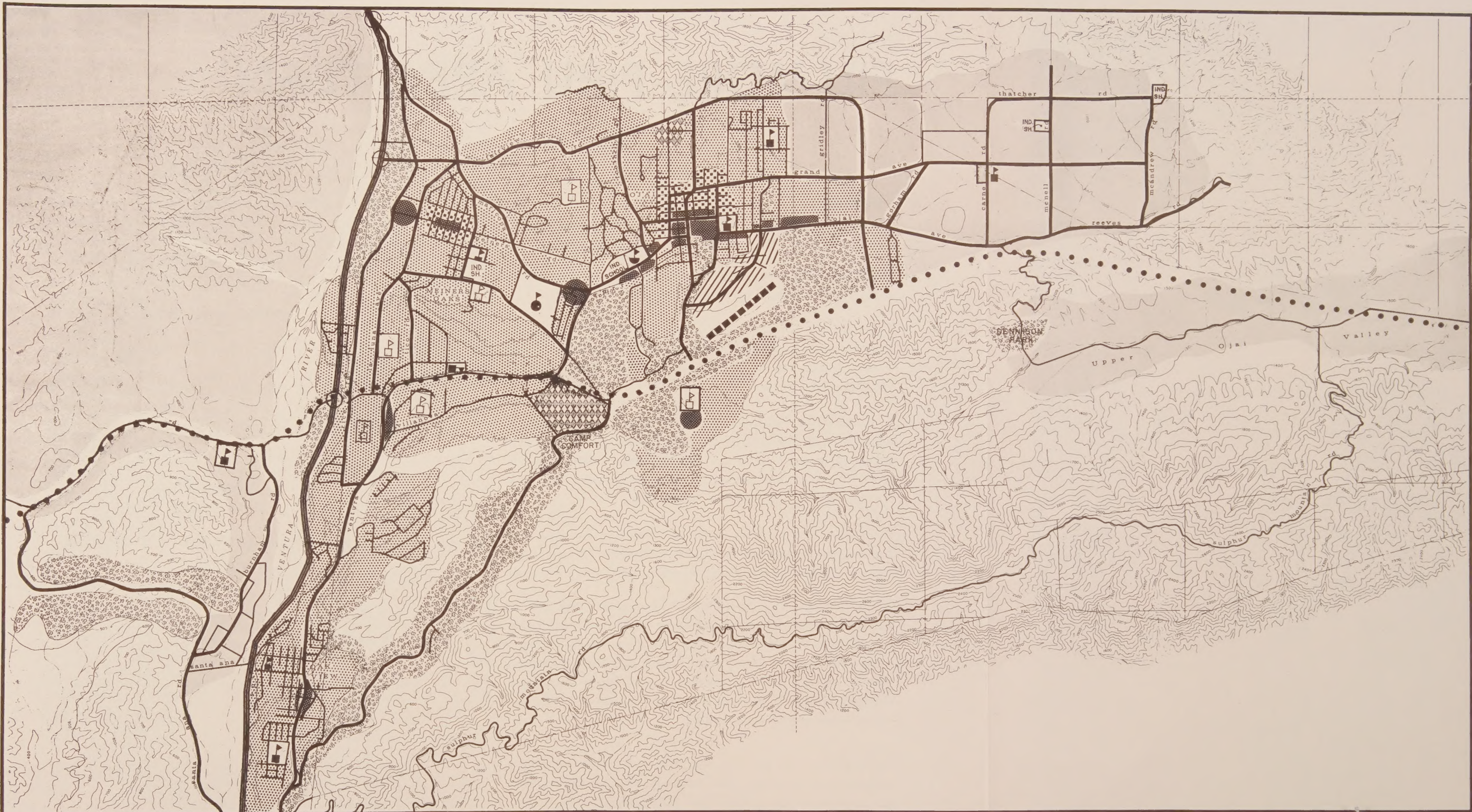
OJAI SCHOOLS

Type	Existing	Proposed	Total
Elementary	8	5	13
Junior High	1	2	3
High	1	0	1
College	0	0	0

APPROXIMATE 1985 PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	4,556	67.81
Commercial	160	2.38
Cultural	40	.60
Schools	330	4.91
Industrial	290	4.32
Open Space	450	6.70
Roads	892	13.28
Total Urban	6,718	100.00





VENTURA COUNTY PLANNING COMMISSION • VENTURA, CALIFORNIA

OJAI AREA PLAN

A PART OF THE 1985 GENERAL PLAN FOR VENTURA COUNTY, CALIFORNIA • WILSEY, HAM & BLAIR, LOS ANGELES AND MILLBRAE, CALIFORNIA • CONSULTANTS TO THE VENTURA COUNTY PLANNING COMMISSION
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FILLMORE-PIRU AREA PLAN

Description

The Fillmore-Piru Planning Area, containing about 135 square miles, is located in the east central portion of the County.

The limits of the area are defined by the Topa Topa Mountains to the north and Oakridge to the south.

The buildable and partially buildable lands covering about 41 square miles include the productive valley of the Santa Clara River. Fillmore lies at the confluence of the Sespe Creek and the Santa Clara River.

It is anticipated that the Fillmore-Piru area will have a population of from 20,000 to 60,000 in 1985. The estimated population for planning purposes for this area is approximately 40,000 by 1985. The residential density for the eight square miles urban area will be 2,500 persons per square mile.

The bulk of the residential area is devoted to low density. A medium density area adjoins the Town Center in Fillmore, offering housing for persons preferring other than detached homes.

A Town Center will be located in both Fillmore and Piru, fulfilling the need for comparison shopping for the planned population. Branch governmental centers and cultural facilities will also be integrated into each Town Center. Several convenience shopping centers are located in residential neighborhoods in Fillmore. Highway commercial has been allocated to locations near freeway interchanges in both communities.

The economic base will continue to be agricultural, dominated by the rich citrus groves in the Santa Clara Valley. Service industries in the light industrial areas will provide added employment.

An airport is intended to be an emergency airstrip located on the river bottom.

Lake Piru will be a recreational area of regional importance, attracting a large number of tourists. Resort-type facilities are planned in the two commercial areas in Piru.

The proposed freeway on the north bank of the Santa Clara River will connect with U.S. Highway 99 to the east and the City of Ventura to the west. The Conejo Creek Freeway is proposed through Grimes Canyon to connect Fillmore with Moorpark.

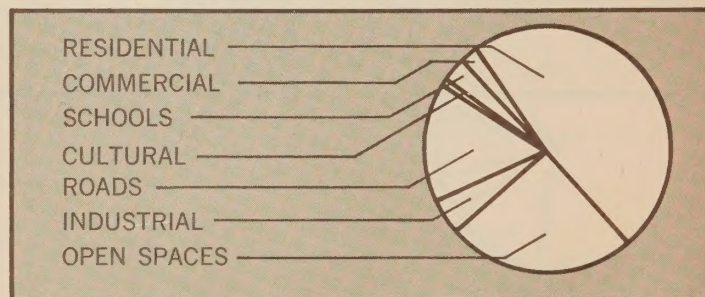
FILLMORE-PIRU SCHOOLS

Type	Existing	Proposed	Total
Elementary	8	4	12
Junior High	0	2	3
High	1	0	1
College	0	0	0

APPROXIMATE 1985

PLANNED DISTRIBUTION OF LAND

Use	Acreage	Percentage
Residential	3,300	48.33
Commercial	160	2.34
Cultural	25	.37
Schools	220	3.22
Industrial	300	4.40
Open Space	1,800	26.36
Roads	1,023	14.98
Total Urban	6,828	100.00





VENTURA COUNTY PLANNING COMMISSION • VENTURA, CALIFORNIA

FILLMORE - PIRU AREA PLAN

A PART OF THE 1985 GENERAL PLAN FOR VENTURA COUNTY, CALIFORNIA • WILSEY, HAM & BLAIR, LOS ANGELES AND MILLBRAE, CALIFORNIA • CONSULTANTS TO THE VENTURA COUNTY PLANNING COMMISSION
The preparation of this map financed in part through an urban planning grant from the housing and home finance agency under the provisions of section 701 of the housing act of 1954, as amended.

MOUNTAINOUS	RESIDENTIAL MEDIUM DENSITY	FREEWAY INTERCHANGE	EXIST. PROP. SCHOOL SITES
AGRICULTURE	COMMERCIAL	FREEWAY	ELEMENTARY
PARKS AND RECREATION	INDUSTRIAL	PRIMARY AND SECONDARY ROAD	JUNIOR HIGH
PUBLIC USES			HIGH
RESIDENTIAL LOW DENSITY			COLLEGE

0 1000 2000 4000

SCALE IN FEET

NORTH

2/64



Ventura County Planning Staff (as of November, 1963)

PLANNING DIRECTOR

Eugene D. Wheeler

SENIOR PLANNER

Berven M. Forde

ASSOCIATE PLANNERS

Franklin H. Keeran

Carl K. Rowley

Ronald G. Rule

ASSISTANT PLANNERS

Robert T. Kay

Paul D. Mayhew

Gordon F. Janecek

Bernard E. Veiner

Harold B. Wright

Otis H. Wyneken

JUNIOR PLANNERS

Robert S. Cannell

F. Calvin Gressett

Lawrence B. Johnson

Dennis L. Manyak

SENIOR ZONING INSPECTOR

Charles J. Greer

ZONING INSPECTORS

Richard R. Barnes

Donald A. Heckler

Donald G. Wright

PLANNING DRAFTSMEN

Richard Prosser

Donald M. Sanborn

ADMINISTRATIVE SECRETARY

Edna M. Johnson

SENIOR STENOGRAPHER CLERKS

Florence A. Davison

Audrey G. Shaffer

INTERMEDIATE STENOGRAPHER CLERKS

Alice M. Lovier

Edith M. Savala

Sandra J. Slaten

Lavinia L. Stark

Evelyn E. Strohl

INTERMEDIATE TYPIST CLERKS

Adrienne M. Collins

Paulette Hall

Patricia M. Ostrem

DUPLICATING MACHINE OPERATOR

Carol McWilliams

FORMER STAFF MEMBERS

John D. Tapking
Planning Director

Gerald K. Lafferty
Associate Planner

Edward L. Inskeep
Junior Planner

DURING THE PREPARATION OF THE GENERAL PLAN,
THE FOLLOWING REPORTS WERE PREPARED:

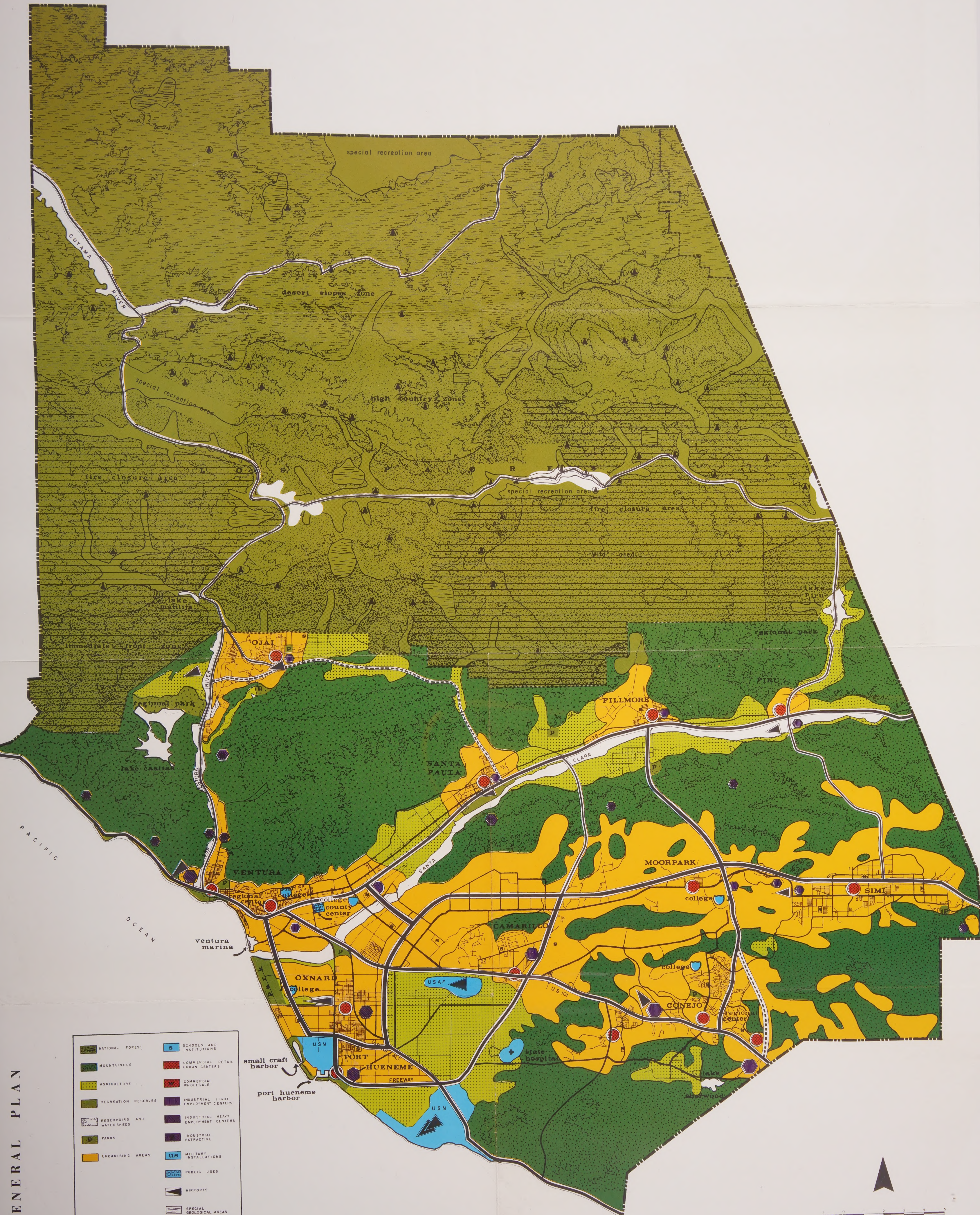
WILSEY, HAM & BLAIR

1. First Year Preliminary General Plan.
2. Second Year Preliminary General Plan.
3. The 1985 General Plan.

COUNTY OF VENTURA, PLANNING DEPARTMENT

4. Officially Revised and Adopted General Plan Maps.

Photographs by Walt Dibblee, Ventura



DETAILED DISTRIBUTION OF MAJOR LAND USES IS SHOWN ON THE AREA PLANS.

NATIONAL FOREST	S SCHOOLS AND INSTITUTIONS
MOUNTAINOUS	C COMMERCIAL RETAIL URBAN CENTERS
AGRICULTURE	W COMMERCIAL WHOLESALE
RECREATION RESERVES	I INDUSTRIAL LIGHT EMPLOYMENT CENTERS
RESERVOIRS AND WATERSHEDS	H INDUSTRIAL HEAVY EMPLOYMENT CENTERS
PARKS	E INDUSTRIAL EXTRACTIVE
URBANISING AREAS	M MILITARY INSTALLATIONS
	P PUBLIC USES
	AIRPORTS
	SPECIAL GEOLOGICAL AREAS

1985 GENERAL PLAN

VENTURA COUNTY PLANNING COMMISSION • VENTURA CALIFORNIA

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VENTURA COUNTY CALIFORNIA

GENERAL PLAN OF HIGHWAYS

VENTURA COUNTY PLANNING COMMISSION

SCALE IN STATUTE MILES

Legend

- SECONDARY ROADS (FREE ACCESS)
- SECONDARY ROADS (CONTROLLED ACCESS)
- PRIMARY ROADS (LIMITED ACCESS)
- FREeways
- FEDERAL ROUTE NUMBER
- STATE ROUTE NUMBER
- INTERCHANGE

Notes

1. PLAN PRESENTS FREEWAY, COUNTY PRIMARY, AND SECONDARY SYSTEMS.
2. MAP INDICATES POTENTIAL ROUTINGS OF PROPOSED FREEWAYS. EXACT ALIGNMENTS WILL BE DETERMINED AFTER LOCATION STUDIES ARE COMPLETED.
3. IN ADDITION TO INTERCHANGES SHOWN ON THE MAP, GRADE SEPARATIONS ARE REQUIRED FOR ALL OTHER CROSSINGS OF FREEWAYS BY COUNTY PRIMARY ROADS.

THIS MAP INDICATES THE OFFICIALLY ADOPTED GENERAL PLAN OF HIGHWAYS OF JULY 1960, AS AMENDED ON NOVEMBER 19, 1963 BY RESOLUTION NO. 222-100 OF THE VENTURA COUNTY BOARD OF SUPERVISORS IN ACCORDANCE WITH THE PLANNING LAW OF THE STATE OF CALIFORNIA AND THE PRINCIPLES OF THE CIRCULATION ELEMENT OF THE 1985 GENERAL PLAN FOR VENTURA COUNTY.

ROBERT L. HAMM, COUNTY CLERK
BY: [Signature]
ASSISTANT CLERK OF THE BOARD OF SUPERVISORS



